CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

334/09248
Policy
April 25, 1983.

To: City Services Committee

Subject: The Central Area Traffic Management Study (CATMS)

Origin: The Commissioner of Planning and Development (c71csc83023:44)

Comments:

The Steering Committee of the CATMS presented its final conclusions and recommendations in a May 18, 1982, report entitled "Yonge Corridor Traffic Impact and Transit Optimization: Summary and Recommendations". The principal proposals contained in this report were to:

1. Narrow Yonge Street between Gerrard and Shuter Streets.

2. Widen sections of Gerrard Street between University Avenue and Jarvis Street.

3. Widen Jarvis Street between Charles Street/Mount Pleasant Road and Lakeshore Boulevard.

4. Introduce one-way, southbound operation on Bay Street between Queen and Wellington Street with a contra-flow transit lane.

In a report dated May 25, 1982, I raised two concerns with these proposals regarding Jarvis Street. I felt the CATMS proposals for lower Jarvis Street (i.e. south of Queen Street) would result in the destruction of the historic character of the Jarvis/King intersection and that the decision to enact a setback by-law on Jarvis Street north of Queen Street should await the outcome of the recommended traffic operations study for this section of road.

These matters were considered by the Metropolitan Transportation Committee at its meeting of May 25, 1982, at which time the Committee decided to defer consideration of the CATMS report with the recommendation that further consideration only be given to the CATMS proposals on the basis that a Yonge-Church one-way pair be included as part of the package.

The City Services Committee initially considered the CATMS report at its meeting of June 2, 1982, when it was decided to hold a special public meeting on the evening of August 11, 1982, to further discuss the matter. At the conclusion of the public meeting, the City Services Committee adopted the proposal to

narrow Yonge Street, rejected the proposals for the widening of Gerrard and Jarvis Streets and recommended further study of the proposed operational changes to Bay Street. When considering these decisions at its meeting of September 9 and 10, 1982, City Council decided to refer the matter back to the City Services Committee for further consideration and requested His Worship the Mayor to continue negotiations with Metropolitan Toronto and to report back on those discussions.

From this point, the proposals of the CATMS have remained stalled, both within the City and Metro, at the Committee level, although discussions have continued to take place between the Mayor's office and the office of the Metropolitan Chairman and between City and Metro staffs. As a result of these discussions, Metro staff have clarified their position with respect to the treatment of Jarvis Street south of Queen Street. To achieve the desired widening of this section of Jarvis Street, Metro staff have suggested, in a letter dated April 5, 1983, (see Appendix A of this report) that:

> "The most satisfactory method would be by the enactment of a building line by-law similar to Metropolitan By-law 245-77 which is for the east side of Yonge Street between Church and Heath Streets;
>
> A by-law such as this would apply to new construction only and not to the renovation of an existing building regardless of how extensive that renovation might be."

This revised proposal allays my concerns regarding the preservation of historical buildings at the Jarvis/King intersection. The attached plan, prepared by Metro staff, indicates the position of the proposed building or street line and the historically significant buildings which infringe upon this line. Only if these buildings are to be demolished would the street widening be achieved.

The original CATMS proposals contained the recommendation that Jarvis Street, north of Queen Street, be widened from 24.4 m (80 feet) to 26.2 m (86 feet) by the enactment of a setback by-law. In recent discussions, Metro staff have indicated that they will not press for such a widening until a detailed design for this section of street, indicating the precise use to which the additional 1.8 m (6 feet) of roadway is to be put, has been developed and discussed. This alleviates my concern regarding the efficacy of enacting a setback by-law before determining the purpose to be served by the widening.

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In commenting further on the other major proposals of the CATMS, it should be noted that the proposed widening of Gerrard Street contains alternative designs which would protect the historic buildings at the intersections with Bay and Yonge Streets. The proposed operational changes to Bay Street will be further evaluated in the context of the City's recent proposal and recommended study of the introduction of light rail transit (LRT) service on this street.

In view of the above comments, it can be seen that a degree of flexibility has been introduced by the clarification of staff positions regarding the proposals of the CATMS and that the potential for a new basis of agreement between the City and Metro has been developed. With my concerns over Jarvis Street largely put to rest, I feel that the current impasse regarding the narrowing of Yonge Street can be resolved and that, in this context, the proposals contained in the recommendations of the May, 1982, CATMS report should be re-evaluated. This new position has been discussed with staff of the Toronto Historical Board and, in their view, the preservation of the important architecture along this section of Jarvis Street should now receive the appropriate consideration to ensure the retention of the buildings involved.

Recommendation:

That, subject to the revised understanding and agreements regarding the proposed treatment of Jarvis Street as described in this report, the recommendations of the May 18, 1982, report of the CATMS entitled "Yonge Corridor Traffic Impact and Transit Optimization: Summary and Recommendations" be reconsidered for adoption.

Stephen G. McLaughlin,
Commissioner.

GS/fs

APPENDIX A

(Letter from Metropolitan Planning Department dated April 5, 1983)

Mr. Ken Greenberg,
Program Manager - Urban Design Group,
City Planning Department,
81 Elizabeth Street,
Toronto, Ontario.

Dear Sir:

Re: Jarvis Street: Queen to Front - Protection of Future R.O.W.

Further to your letter of February 7 and our meeting on March 22, this is to advise that we have discussed the question of the protection of the future Jarvis Street right-of-way with solicitors of the Metropolitan Legal Department and they have advised as follows:

1. Section 40 of the Planning Act would not be an appropriate vehicle for protecting this right-of-way since it does not apply to Metro;

2. The most satisfactory method would be by the enactment of a building line by-law similar to Metropolitan By-law 245-77 which is for the east side of Yonge Street between Church and Heath Streets;

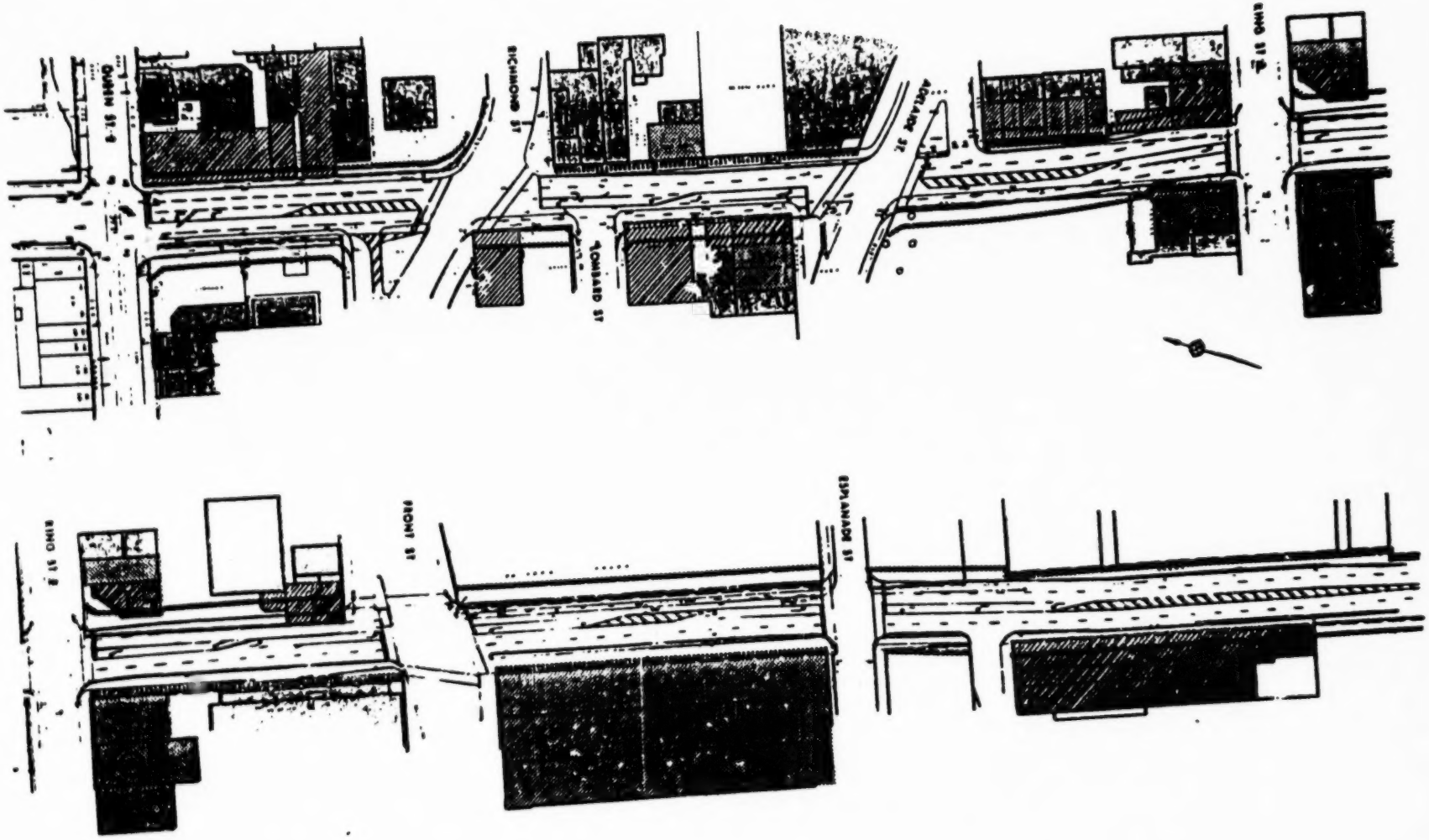
3. A by-law such as this would apply to new construction only and not to the renovation of an existing building regardless of how extensive that renovation might be.

Accordingly, I would suggest that the Jarvis Street future right-of-way be protected by Metro's enactment of a building line by-law as described above.

Should you have any questions regarding the above, please call either Sue Joel or myself.

Yours very truly,

(Signed) A. R. Gordon,
Director - Transportation Division.



METRO PROPOSAL FOR A BUILDING LINE TO PROVIDE FOR A DEFERRED WIDENING ON JARVIS ST. BETWEEN LAKESHORE BLVD. AND QUEEN ST.